3: Savonnet --3 E-5 (no date) 1955 MS37 Senegal MS37

Serer FA32
Wolof MS30

/ 373 cont. /

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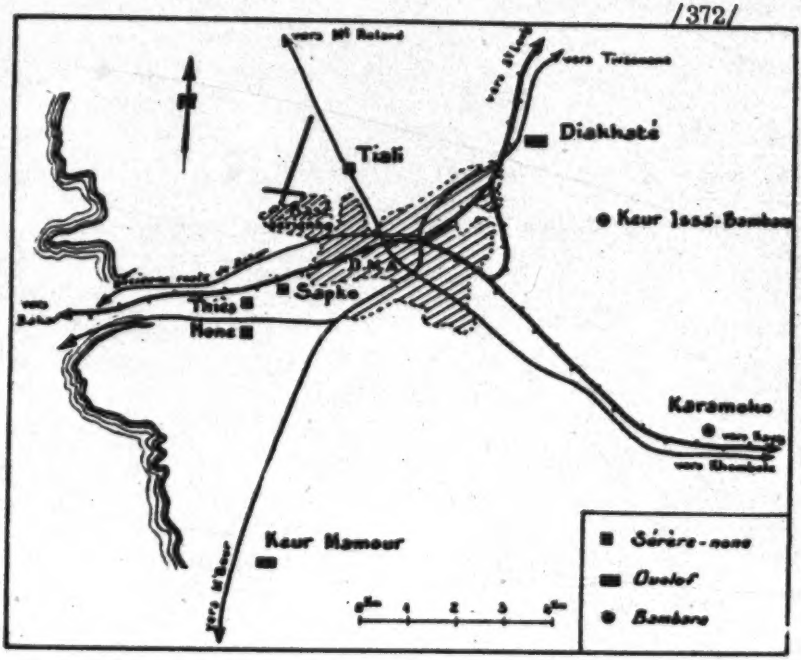

Fig. 1. Thiès, location of the villages mentioned in this study.

S
361 /373 cont. / by its internal plan (it is dispersed in a loose arrangement), but by the arbored countryside that surrounds it.

Karamoko, on the other hand, resembles a Wolof village: few or no trees except around the huts, a monotonous and open countryside.

S
369 The founding and the rapid growth of Thiès seems to have entailed perturbations in the life of the neighboring villages, especially at the end of the last century.

/375 cont./

369 Diakhaté, for example).

621 Sometimes the discord between religious heads be-
[798] longing to different sects provoked the separation in fact of the two opposite camps (Keur-Mamour).

Up to here the presence of the city acted only indirectly in stimulating /376/ the swelling or the splitting up of the village and the temporary or definitive emigration of some elements. It may also have more direct effects on the agglomerations.

369 During the last three decades, through the establish-
[498] ment of the great repair workshops /ateliers de réparation/ of the Dakar-Niger, Thiès has been in the process of becoming an industrial city; in a parallel way the military bases are
[712] becoming larger at the expense of the neighboring rural territories.

369 Even before this last war, the None village of Tiali,
423 located one kilometer from the city, was the first to be de-
[712] prived of about a third of its land by the establishment of the camp of military aviation. In 1947 plans to extend this same base brought about the complete evacuation of Thiès-none which was established south of the railroad, in the vicinity of Sapko. Almost all of these fields were relinquished to the military authorities. Finally, in 1953, execution of the plan for the urbanization of the city obliged the inhabitants of Wango to rebuild their huts in the quarter of Greater Thiès. Part of these lands have been relinquished to the municipality.

369 The land shrinks, the population grows; in order to subsist, a part of the rural population is obliged to go to work in the city.

[361] But before studying this question of the changing of the rural worker into an urban worker, we shall see whether the presence of the city has an influence on the plan of the village and especially on the settlement pattern.

/388/

369 433 [162] The city of Thiès, 60 kilometers east of Dakar, contains 36,000 inhabitants, according to a recent census. All of its activity seems to be centered around four principal poles: commercial, industrial, administrative, and military.

[487] Its commercial activity is due to its position at the crossroads of important paths of communication: railroad lines from Dakar to Saint-Louis, from Dakar to Bamako, and from Thiès to Kaolack, and roads from Dakar to Saint-Louis and from Dakar to Diourbel, Tambacounda, and the Sudan and Guinea.

[498] [464] It also owes the essential part of its industrial activity to this implantation at an important rail crossroads; the repair shops of the Dakar-Niger rail system, where nearly 1,000 workers of all grades are employed, have been set up there.

[497] [634] Apart from the workshops of the Dakar-Niger, it must not be forgotten that Thiès is also where the management of this system resides. And it is also the principal administrative point of a circle /cercle, an administrative district/. We will thus find, besides the workers, a rather large proportion of office employees, managers, and executives.

[712] Finally, the military function of Thiès is due to the presence of two important camps: the "DMA" (Détachement Motorisé Autonome), and an air base.

Besides these four centers of activities which give this city a modern character (economically speaking, at least), a fifth one intervenes in a not inconsiderable proportion. A rather large [166] [241] population of cultivators, who in winter cultivate groundnuts and millet in nearby fields, has settled on the periphery of Thiès. And the city is the point to which, at the time of the groundnut trade, all of the agricultural activity of the circle comes to assert itself. Its commercial importance is thereby further increased.

162 463 /389/ Here is some numerical information concerning the occupational distribution of the population of Thiès.

Out of an economically active population of 11,040 inhabitants at the date of the census, there were counted:

17: Mercier--52 S-5 (1953-1954) 1954 MS37 Senegal MS37

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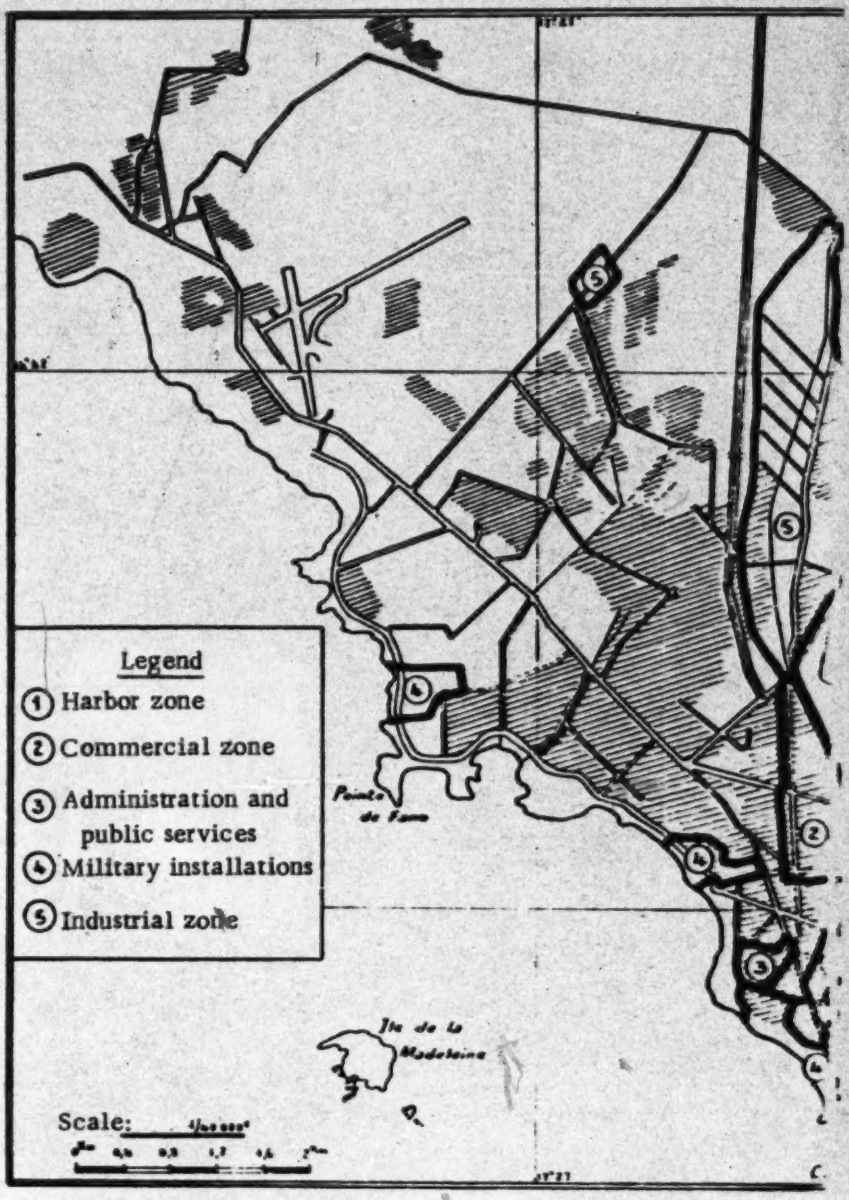

Fig. 2. Functional zones in the agglomeration of Dakar /left side of map/

17: Mercier--53 S-5 (1953-1954) 1954 MS37 Senegal MS37

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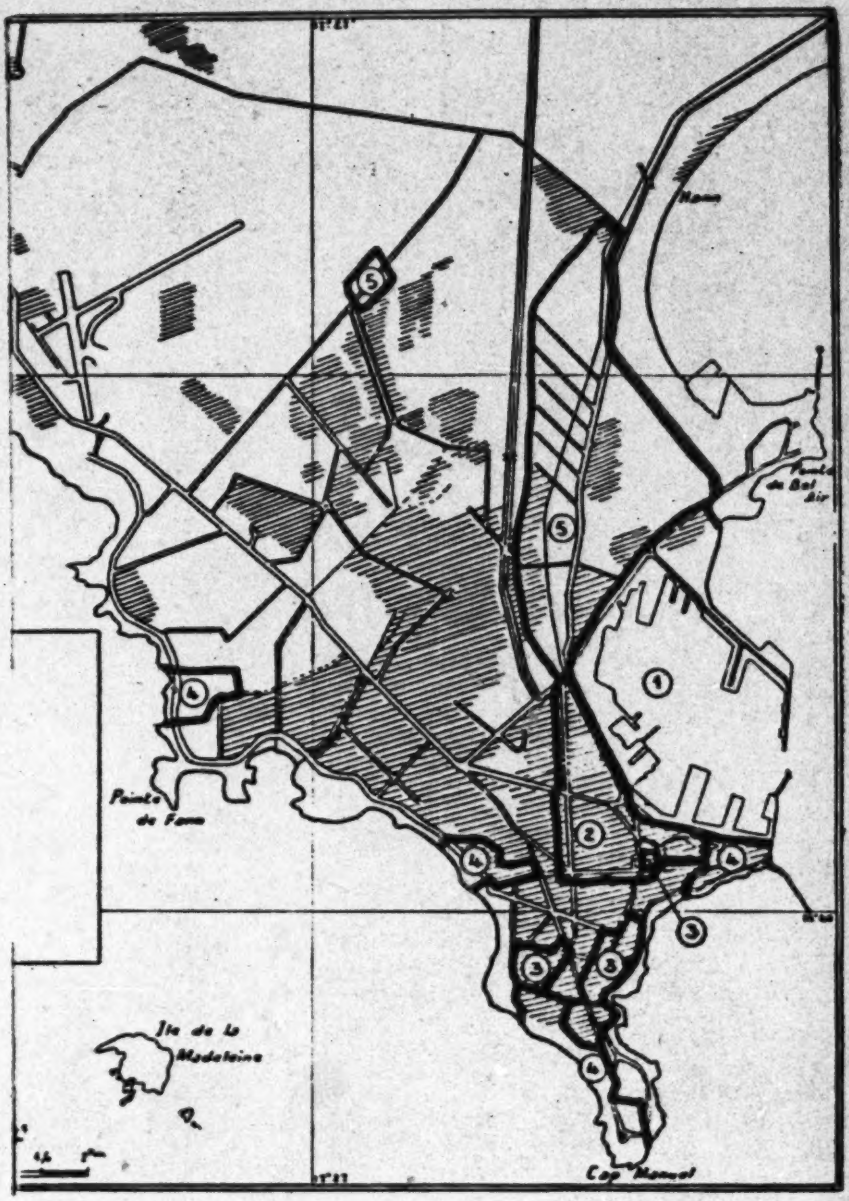

Fig. 2. Functional zones in the agglomeration of Dakar.
/right side of map/

/74/

175 369 [366] [162] The major part of the commerce was then concentrated north of the railway; nevertheless, as early as 1895 some shops were established to the south, near the residence.

In 1890 Thiès had a permanent population of 1,200 inhabitants. Some native quarters were established in the vicinity of the commercial escale. The little village of Thiès-None was shifted from the other side of the railway. A native quarter was attached to the western part of the commercial zone; it was moved toward the south after the plague of 1911 and took the name of Randoulème (a word meaning in Wolof: remove yourself). Takhikao (storied house in Wolof), established originally near the first storied house belonging to Maurel and Prom, was ultimately pushed back along the route to Saint-Louis (Fig. 2).

175 369 [366] [162] Little by little, while the military function fell asleep, the development of commerce brought stable economic activity to the city. Until 1914 the city grew very little, and its population amounted to only 2,400 inhabitants at that date; from 1885 to 1914 the city gained only 1,400 souls in all.

The military function of the city recovered part of its former importance during the war of 1914. The base of Thiès [712] became a center of military training for new recruits. The quarter of Diakhao adjoining the camp was enlarged by the arrival of the families of the military. On the other hand, commerce was threatened during this period. The French 175 369 441 563 personnel, which since the beginning of the century had been permanently established, was summoned to the colors. In order to avoid shutting up shop, the Levantines were called upon. The latter had made their appearance in Senegal as early as 1895 and up to that time had played only a very secondary role in the market of the city: selling candles, matches, beads... The war of 1914 facilitated their entry into the lucrative activity of trade.

18: Savonnet--10 E-5 (ca. 1955) 1956 MS37 Senegal MS37
Thies

/76 cont./

369 quarters spread out toward the southwest in the vicinity of
361 the workshops: "Derrière la voie ferrée /Behind the Railroad/" and "Bambara" developed on the outskirts of "Randoulène."

4. Thiès, industrial and strategic city (after 1945).

369 712 The Second World War temporarily slowed down the economic activity of the city. As in 1914, one saw a /77/ very earnest renewal of the military function: an autonomous motorized detachment (D.M.A.) was established in the old military camp which was considerably enlarged; an air base created a little before 1940 doubled the one of Ouakam installed at the gates of Dakar and now inadequate.

The experience of the last war had demonstrated the possible vulnerability of Dakar. Strategy demanded the formation of a strong base in the rear areas of the capital of French West Africa to support it if the need arose. The location and the proximity of Thiès met these requirements. In order to give maximum effectiveness to this enterprise, the means of communication between the two cities had to be improved, the military camps reorganized and modernized.

[491] A strong and wide road was built between these two cities. Its course was different from that of the old trail; it entered Thiès not from the west but from the south. The military camp covered several dozen hectares, the installations of the air base were improved and enlarged, and the annexes permitted the permanent establishment of officers and troops (Fig. 4).

369 361 From 1947 to 1952 intense activity prevailed in the city. The entire district, except the old escale, formed a veritable workshop where vast avenues cut across the native quarters, where plazas were created, where zones of green

[498] were distributed. In the industrial precinct of the Dakar-Niger, new workshops intended for the repair of Diesel tractors and the construction of passenger coaches were installed. New villas along more modern lines for officials and railway workers rose almost everywhere in the city. The old escale, paralyzed within too narrow limits, was aroused

18: Savonnet--19 E-5 (ca. 1955) 1956 MS37 Senegal

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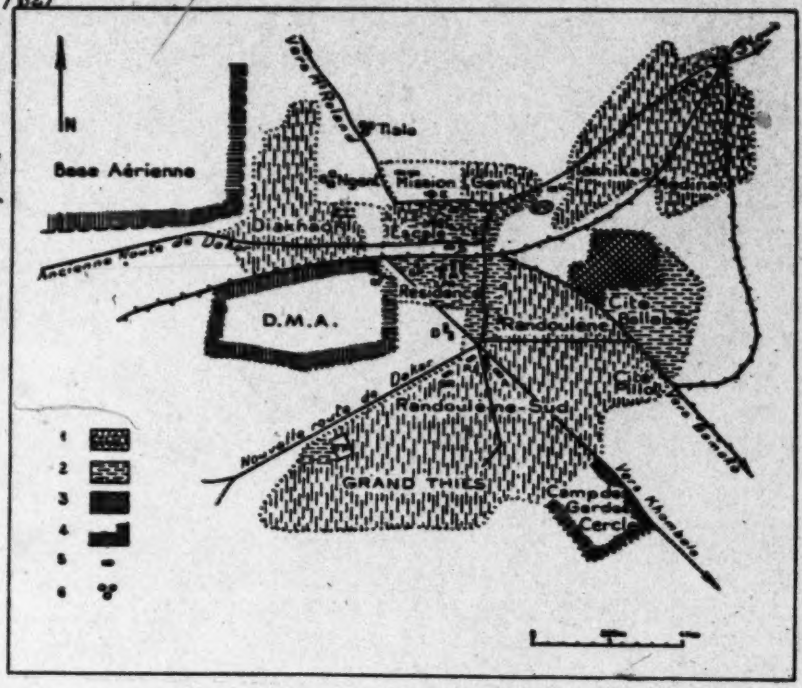

Fig. 4. Thies in 1954.

1. Residential zone of Africans; 2. Residential zone of Europeans; 3. Industrial zone; 4. Military bases;5. Administrative and religious buildings; 5. Village. E-- Catholic church; U-- Mosque; V-- Posts; C-- College; L-- Police; S-- Station; N-- Gendarmery; P-- Primary school; RF-- Faidherbe Redoubt; SP-- Société de Prévoyance /Welfare Society/; M-- Town Hall. T-- Treasury; R-- Residence of the Commander of the Circle; Pr-- Prison; D-- Dispensary; TP-- Public Works; PJ-- Palace of Justice; GR-- Bus station; P-- Collector's office. A-- Firemen.

/87 cont./

S 498 563 W 498 162 463 workers from the regions neighboring Thiès are not in the majority; the Wolof-Sérère group is made up of 380 units, 45% of the total. Besides, the Wolof and Sérère /Serer/ offer relatively few technicians and supervisory operatives; the Wolof make up only 7% in the supervisory category as against 24% in that of manual workers; the Sérère account for only 5% in the first category and 39% in the second. On the other hand, 17% of the Khassonké and Sarakolé belong to the supervisory staffs as against only 22% of the manual workers and employees. These figures underline the difficulty for the enterprise in recruiting specialized workers in the vicinity of Thiès. It must call upon technicians from distant territories, although a high percentage of non-specialized workers and manual laborers are recruited locally.

S 498 433 Because of the number of its total labor force, the industrial grouping of the Dakar-Niger forms one of the most active elements of the economy of the district. More than 25,000,000 francs C.F.A. are distributed monthly in the form of salaries to all of the personnel.

/88/

3. The Public sector.

S 712 433 Although the installation and extension of the two military camps have in an indirect way increased the importance of the city, it indeed seems that they have little influence on the economy of the district on account of their internal organization within a closed circuit.

S 647 464 The establishment of increasingly more numerous and substantial administrative services affects the economic life of the escale in a more tangible fashion. The administration of the circle /cercle, an administrative district/ and the services for agriculture, education, and public works employ several hundred officials, day laborers, and manual workers.

/375 cont./

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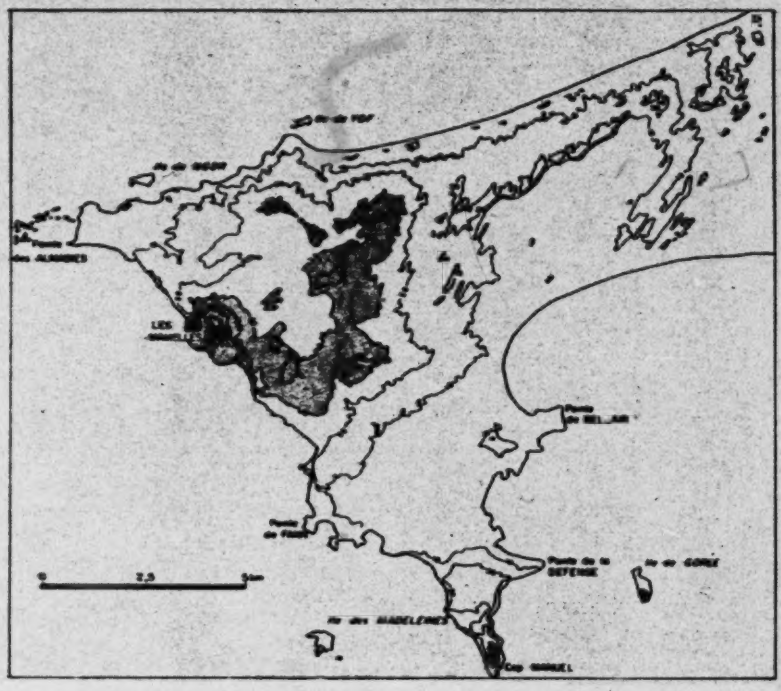

Fig. 1 The site of Dakar.

175
369

of making it a kind of colony (Pl. XXI A). 7/1

But at the same time, with slavery abolished, Europe was instituting new forms of relations with the underdeveloped countries, imposing itself on the populations for the establishment of a new order less cruel than slavery and better suited for profitable improvements that were more diversified, more systematic, and more in accord with the requirements of the European societies which the technical and industrial revolution was more and more transforming. From this perspective, Dakar could become an incomparable point of support: its site was favorable for the establishment of a city; its coves could harbor a military port and a commercial port.

●[712] Thus, on 25 May 1857, Dakar was officially occupied in the

7/1 [See category 116, P. 15--Analyst]

/375 cont./

175 name of France by the post-captain Protet, who materialized
369 this taking of possession by the construction of a protective fort,
[712] from which outfitting soon began. Work on the port began in
[505] 1862, and, on 4 November 1866, the first accomplishments
were inaugurated by the first passage of a packet-boat. As early
[502] as the first of April 1864, the lighthouse of the Grande-Mamelle
was lighted, followed two years later, on the first of December
1866, by the two lighthouses with fixed lights at Cape Manuel
and the Pointe des Almadies /Cape Almadies/. A first plan for
the future city was approved by the decree of 1 July 1862, while
from this time on a plan for a railroad to link Dakar and Saint-
Louis agitated opinion.

Nevertheless, despite these efforts, the launching of Dakar,
put under the administrative guidance of Gorée, was difficult;
the city was unpopulated, the Goréans monopolizing the lands
without wanting to leave their island. Moreover, Rufisque,
closer to the regions where groundnuts were cultivated, was
better located for commerce with the interior and, because of
this, contributed to blocking the development of Dakar. But
[633] the decree of 17 June 1887 separating Dakar from Gorée marked
a decisive turning point (1885) in the life of the new creation.

369 2. Dakar, metropolis before being a city. Having become
an autonomous center as a result of the Conference of Berlin, at
a period when the colonial rivalries between the great powers were
accentuated, Dakar benefited from the effective support /376/
of a mother country determined to make it a base for its expansion
in West Africa.

504 It was the port in particular that was to be the essential
369 instrument of the launching and of the power of Dakar. Its first
elements constructed shortly after the occupation were clearly
insufficient, and as early as 1892 it was necessary to extend the
old embankment by 200 meters and to add on to it a pier of 280
meters (present Pier III). But it was especially from 1899 that
[712] the great works began. The military port, which had to serve as
7 [i.e., the port of Dakar--Analyst]

/376 cont./

504 369 712 the support point for the whole military organization of the West African coast, was constructed between 1899 and 1902. Some of these accomplishments, such as the north jetty, the extension of the south jetty, and the dry dock, also concerned the commercial port, the construction of which began immediately afterwards and continued from 1903 to 1910. Two new piers were added to the first one, delimiting three docks between the south jetty and the military port, while the outfitting of the platforms was vigorously carried on (9).

9. Morazé, Ch., "Dakar". [113] Annales de Géographie, 1936, pp. 607-671.

369 648 This phase of the construction of the port was accompanied by a very important act which was to serve as support for the development of Dakar: the transfer in 1902 of the office of the Government-general of West Africa from Saint-Louis to Dakar, which led to the establishment of high administrative offices in this city (Contrôle Financier, Treasury, Public Works, etc.) (10), although the Governor-general, awaiting

10. Morazé, Ch., op. cit., p. 620.

the construction of his palace, was installed at Gorée, where he remained until 1907, an event adding considerably to the accomplishments on the port and which marked the beginning of the prodigious vigor of Dakar (Fig. 3).7/1

369 [505] As early as 1911 the port registered a tonnage of more than four million tons; it exceeded 5.6 millions in 1913. During the course of the First World War it played a role that greatly surpassed anything that the founders could have hoped for: in 1917, a tonnage of 10.5 million tons. To be sure, the end of the war led to a sharp decrease in the arrivals and departures, [504] but the recovery that followed the war was such that new works for the port soon became necessary. They were done between

7/1 [See Category 116, P.19-- Analyst]

/Between pp. 382-383/

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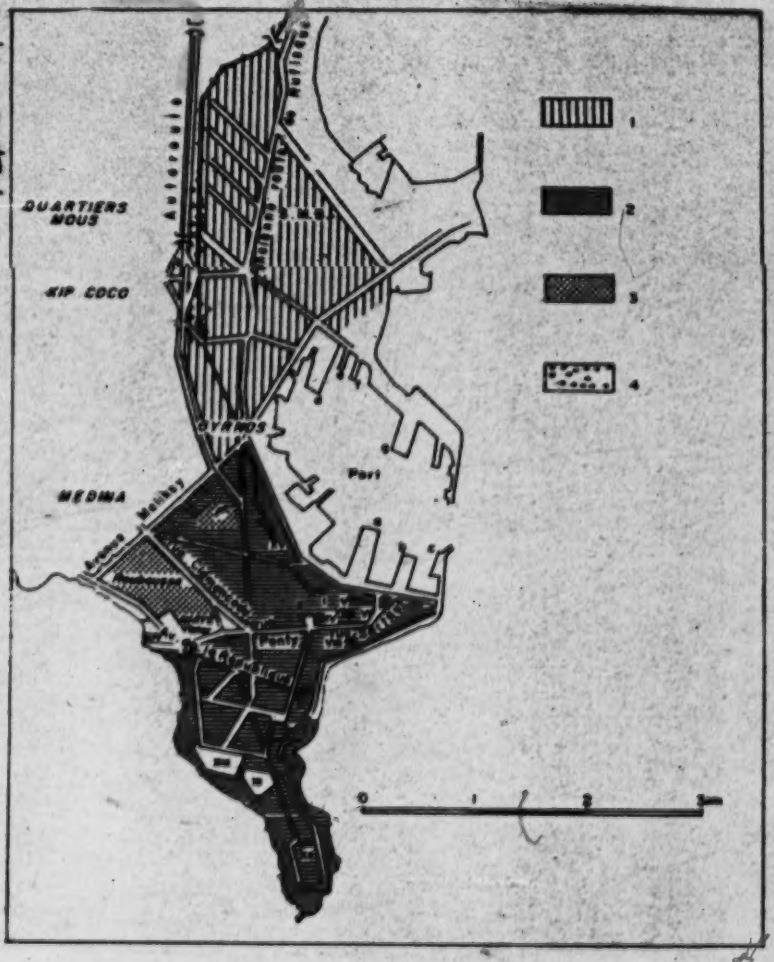

Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

/Fig. 3 Caption cont./

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a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni... -- XV. Station.

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/383 cont./ one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritanians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans,

[113]

20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I.F.A.N., Dakar, p. 1. The author, citing an investigation by the M.I.S.O.E.S., gives the figure of 31,000 Toucouleur in 1959.

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a [166] region of call is illustrated first by the fact that only a little more than one-third of the population was born there. /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10% [744] children (21). Today the systematic destruction of the

21. Morazé, Ch., "Dakar," op. cit., p. 630.

/387 cont./

361 buildings, the General Postoffice, the Treasury, the Town
369 Hall, the former Délégation, the former Palace of Justice, and the Chambre de Commerce are included there. A "city" phenomenon tends to be produced in this quarter which, very lively by day, is almost completely empty at night. Toward the east this quarter extends along the road to Bel-Air and the old road to Rufisque by way of the industrial section of Dakar where the factories have been established largely since the war. On the northwest, on each side of the avenue W.-Ponty, extends a mixed quarter, commercial and residential, harboring the old Lébou families, having benefited from the facilities offered
[427] by the Crédit Foncier, and the Lebano-Syrians and Cape Verdeans who rent or are quasi-owners as a result of long-term leases. It is therefore an old quarter that developed especially after the construction of the commercial port and has preserved its narrow streets, quite unique today, its low houses dominated here and there by some recent building. The avenue W.-Ponty,
366 with greatly varied commerce, the avenue Gambetta dominated
369 by the Lebano-Syrian commerce, the avenue Roume bordered by beautiful buildings and enlivened by luxury commerce, and finally the avenue Maginot which is shared by great stores of the West and Lebano-Syrian commerce in fabrics near the market of Sandaga are the most completely transformed arteries of this section of the Plateau, where many cafés and restaurants, /388/ cabarets, and cinemas maintain far into the night a nonchalant, but pleasant animation following the rushing business of the day.

Beyond the Boulevard de la République, which bounds the
369 old quarters on the west and which is distinguished by its many
361 buildings, commerce disappears almost entirely, giving way to a residential zone of middle-class appearance, with its villas often more comfortable than stylish. This residential zone, formerly
[563] entirely European, is mixed today, harboring European and African staffs. Barracks and hospitals separate this quarter from
[712] Cape Manuel, formerly a military zone, but today occupied by
[344] the monumental, Palace of Justice dominating the newly established embassies. But all of Dakar-ville is not as well arranged

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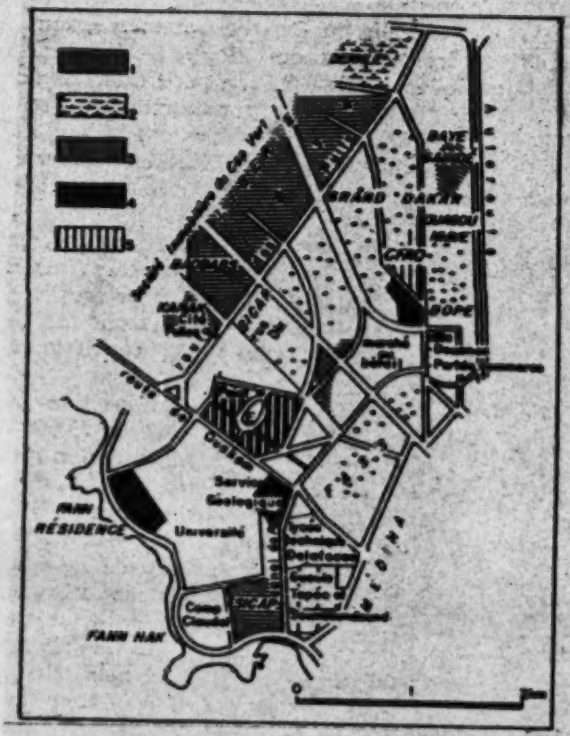

Fig. 5. Greater Dakar. -- 1. Officials' quarter; 2. Derklé; 3. H.L.M.; 4. houses of officials; 5. loan grouping.

/390 cont./

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4. The suburbs. The suburbs of Dakar are composed of 13 villages, of which those closest to Dakar, Ouakam, N'Gor, Yoff, Hann, Thiaroye, and M'Bao resemble Colobane. The others remain typical traditional villages. Only Dagoudane-Pikime escapes either category. Created ex nihilo less than ten years ago to serve as an outlet for the irregulars of Dakar who were to be found there, driven back as urbanism progressed, it already has the appearance of a little city with its 10,000 inhabitants.

[162]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS31
Wolof MS30
Trarza MS24

reaching St. Louis. This disaster has been made famous by the celebrated painting of Théodore Géricault.

As St. Louis was in British hands until the early months of 1817, Schmaltz established his capital at Cape Verde.

The first settlers from France were sponsored by the Société Coloniale Philanthropique, and consisted of 175 men, 20 women, and 10 children. Their intention was to settle in the Cape Verde peninsula. This was against the advice of Schmaltz, who thought that part of the country unsuitable. The settlers landed at Goree in April 1817, shortly afterwards crossing to the mainland; but, owing to the attitude of the natives, they were unable to obtain land or labour. At the end of two months there were only six left on the peninsula: the remainder had been repatriated to France or had retired to St. Louis, Goree, or the Gambia. Schmaltz was able to prevent the philanthropic but misguided society from sending eighty more colonists to the same place.

Attempts to establish European colonists met with more success on the Senegal. In 1819 Schmaltz had no difficulty in obtaining from the chiefs of Oualo all the land he wanted on the left bank of the river. In return, the chiefs were given annual subsidies (*coutumes*) amounting to some 10,000 francs. This arrangement was to lead to endless trouble. Cotton, coffee, indigo, and tobacco were to be the principal crops, and colonists were not lacking.

The natives of Oualo were peaceable, but the Trarza and Brakna Arabs, who claimed to be suzerains over Oualo, were hostile. At first they raided the colonists, but later they were defeated by troops from St. Louis in a number of skirmishes. Eventually the French recognized nominal Arab suzerainty, and the colonists were allowed to develop their holdings in relative quiet. Nevertheless, the Trarza Arabs continued to give trouble until 1835, when, after a series of defeats, they entered into a treaty by which they abandoned all claims to Oualo. The French armed post of Dagana was built for the protection of the settlers, and an experimental station was started at Richard Toll for their instruction. The French Government supplied seeds and implements and paid a bonus on crops, and some forty European plantations were established. At first they seemed to succeed, but the climate, the labour difficulties, and the hostile attitude of the natives combined against them. In 1830 the home government withdrew its subsidy, and the plantations were soon abandoned. Since that date the French, while not discouraging European enterprise, have relied for agricultural development principally on the native farmer.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
W.Afr MS30

after severe fighting, and in 1863 Fouta and Toro were definitely annexed by the French.

Cayor. The state of Cayor extended from Cape Verde northward along the coast nearly to St. Louis, and at the end of the eighteenth century it had obtained independence of the Ouolofs. Goree had been taken by the French from the Dutch in 1677, and by treaties of 1764 and 1765 the Damel of Cayor had ceded the tip of the Cape Verde peninsula in full sovereignty to France. He had further agreed to restrain his subjects from pillaging the cargoes of wrecks and from imprisoning their crews. In return he was to receive an annual subsidy of 180 bars, one-third in iron and the remainder in merchandise.

These treaties, however, had never been implemented. In 1825 Governor Roger considered them dead, and advised Frenchmen who wished to acquire land in the peninsula to make their own arrangements with the native authorities. At the same time, Roger made a fresh convention regarding wrecks, which was no more observed than the earlier treaties. In 1832 land was purchased for a cemetery on the mainland and in 1846 a mission of the Society of the Sacred Heart, which received a government subsidy until 1906, was established at Dakar.

The population of Goree, some 5,000 persons, needed wood, water, building materials, and fresh provisions, which they could only purchase at extortionate prices on the mainland. All efforts to conclude agreements with the chiefs on these matters failed, and wreckers' profits were not to be diminished by scraps of paper. Security was needed for the projected railway from St. Louis and it was desirable to give the priests protection. In 1857, therefore, the French Government authorized the construction of a fort on the mainland. Birahima, the reigning Damel of Cayor, at first acquiesced in this occupation, largely because his authority over the Lebous who inhabited the peninsula had long been but nominal. The post was used by Faidherbe for a base for his operations in 1859. In that year, after the battle of Fatik (18 May), the tribesmen of Sine, Saloum, and Baol submitted to French authority, and posts were created at Joal and Kaolack. Trouble arose under the Damel's successor, Makodou, who refused to recognize Birahima's agreement to allow a French road and telegraph line from St. Louis to Goree to be run through Cayor. A French column from St. Louis under Faidherbe met an expedition under Pinet-Laprade from Goree and occupied Makodou's capital, Mekhé, on 12 January 1861. On 1 February he accepted

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

In 1927 apprentice courses in woodwork and metalwork were started in St. Louis and Kaolack by the Public Works Department for selected schoolboys between the ages of 13 and 16 years.

There is a number of educational institutions in Dakar of a higher grade than primary. These are the responsibility of the Federal Government and have been described in Volume I.

Health

Senegal is divided into thirteen medical districts, each of which is intended to be under the supervision of a European medical officer. There are 17 medical stations, each under a native auxiliary. There are also 16 maternity centres and 117 posts visited once a week by a medical officer.

In 1937 Senegal and Dakar had 3 major hospitals and 34 minor hospitals and dispensaries. These provided 394 beds for European patients and 1,805 for native. There were 80 European medical officers, 31 native auxiliaries, 30 midwives, 124 male nurses, and 21 female nurses.

In addition there were four travelling parties (*groupes sanitaires mobiles*). One of these specialized in fighting sleeping-sickness in the Casamance Territory, and the other three were concerned with more general sanitary and prophylactic measures.

The Pasteur Institute at Dakar, a federal concern, is justly famous. Some medical work is done by missionaries. Unofficial committees of the Croix-Rouge are concerned with infant welfare at Dakar, Diourbel, St. Louis, and Tivaouane.

In 1937 Senegal voted 12,000,000 francs for medical services and Dakar 11,000,000 francs.

10. PORTS

St. Louis (16° 01′; 16° 30′ W.). Population, 30,586, including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune. Headquarters of the province of Bas Sénégal. Custom-house. Law courts. Chamber of Commerce. Hospital and dispensary. Army headquarters and barracks. Police headquarters. Belgian Consulate. Meteorological station. Landing-ground. Wireless station. Lycée Faidherbe. École des Fils des Chefs et des Interprètes. Higher Primary and Technical Schools. Protestant and Roman Catholic missions. Bank of West Africa. Power station. Prison. Hotels. Garages. Race-course. Botanical gardens. Experimental plantation. Daily market.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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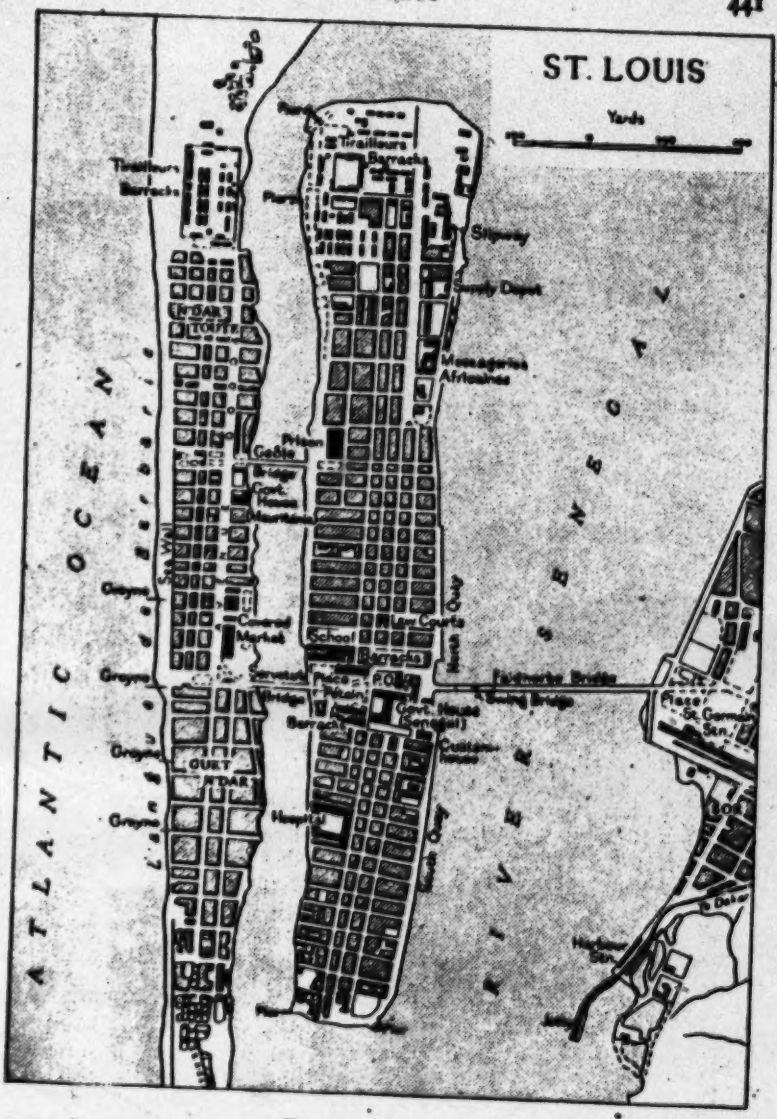

FIG. 53. *St. Louis*

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[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 [648] *River.* Above Faidherbe Bridge the river is closed to all vessels not flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

[497] [494]

	1928	1929	1930	1934	1935
Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 [131] [162] [489] [712] [648] [654] [508] [697] [498] [654] DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

361 [433] Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

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[p 445]

36
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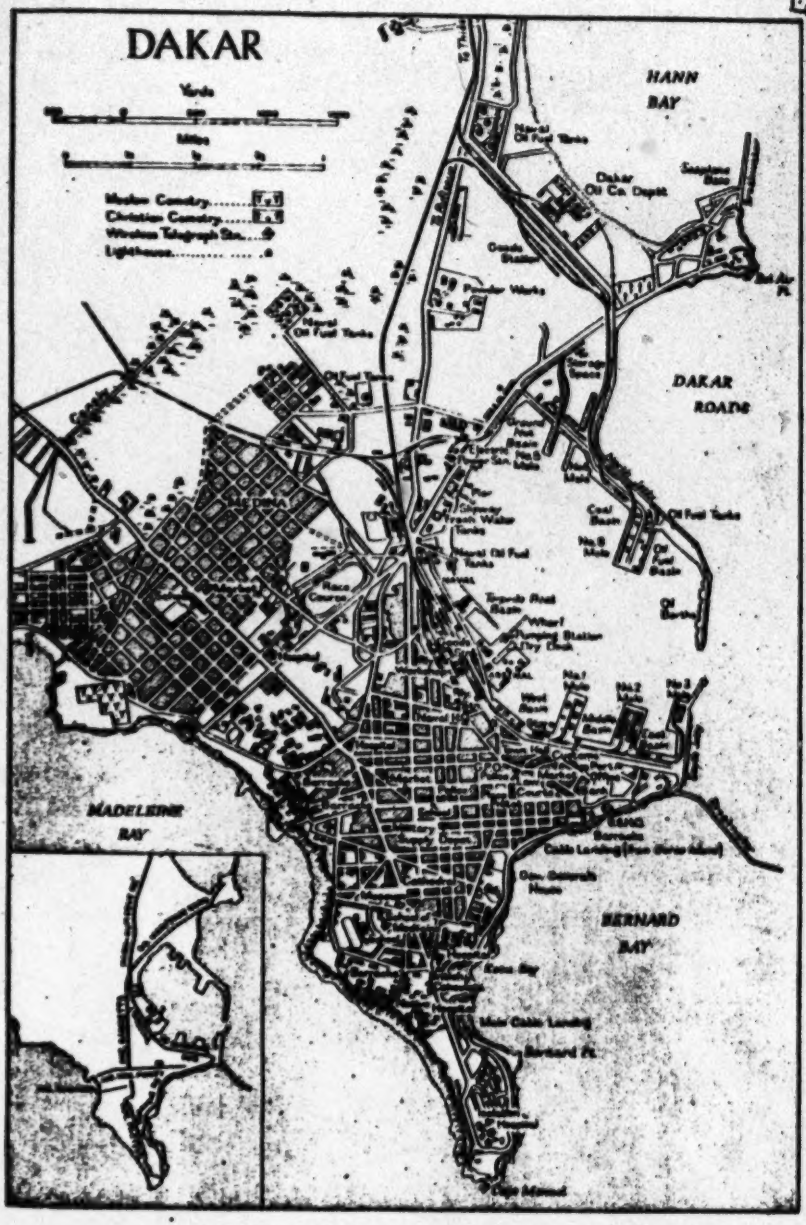

FIG. 54. *Dakar*

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History

Until the middle of the nineteenth century Dakar was a Lebou village. In 1846, however, a Roman Catholic convent was built there, and eleven years later the village and the Cape Verde peninsula were officially occupied. In 1858 the French Government signed a contract with the Messageries Impériales (now the Messageries Maritimes) whereby ships sailing between Bordeaux and Rio de Janeiro would call at Dakar. The company acquired 7½ acres of land near Dakar point, and in 1863 a small jetty was built. This was the beginning of the port. In 1864 a lighthouse was constructed near Cape Verde and three years later two others, respectively at Almadi point and at Cape Manuel. In 1885 the railway to St. Louis was opened. It was not, however, until 1898 that the idea was conceived of making Dakar a big naval base, and by 1910 it was capable of accommodating vessels of all types. Further improvements have since been effected, and to-day the dry dock is big enough to take a battleship.

The Town

Dakar has grown so as to cover the southern part of the Cape Verde peninsula, but the port is on the east side of the town. On the south-west are the cliffs of Madeleines bay and on the south-east those of Bernard bay. Dakar point marks the northern end of the latter. North of the port is Bel Air point, the southern limit of Hann bay.

The medina or native town, which contains nearly half the population, is to the north-west of the main town. The intercolonial road enters the latter from the north and is continued as the Avenue Gambetta and the Avenue Maginot to an open space where stands the Roman Catholic cathedral. East of the cathedral is the Residence of the Governor-General (Vol. I, Plate 58), magnificently situated on the top of the cliffs overlooking Bernard bay. Farther south are the British Consulate, the Pasteur Institute, the botanical gardens, and, almost at Cape Manuel, the isolation hospital. The buildings of the army headquarters are near Dakar point. West of them are the port offices, the telephone exchange, the principal market, the Mairie (Plate 117), and the law courts. The town contains innumerable shops and offices and many clubs, cafés, hotels, and other amenities of modern civilization.

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[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire. 509

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point. 206

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest. 505

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital. 36 [131] [162] [112]

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes. [175]

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln. [381]

The only source of water is an artesian well in the fort. [312]

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland. [438]

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet. [504]

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage. [131] [162] [112]